

INTERNATIONAL.
BROWN, JONES & CO.
MONUMENTAL SCULPTORS.

AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1st Floor.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT MERCHANTS.

TO CONNOISSEURS.

Wines bottled by ourselves are selected by experts from the finest vintages, and are of unsurpassed quality. Having been established in Hongkong SIXTY YEARS our knowledge of local conditions has enabled us to maintain and improve the prime quality of the Wine.

In addition however to Wines of our own bottling, we have recently imported large stocks of—

PORT & SHERRY

from the famous house of

GEO. G. SANDEMAN, SONS & CO.,

OF LONDON, OPORTO & XERES,

the name of which firm is the

HALL-MARK and GUARANTEE of

EXCELLENCE.

SOLE AGENTS—

HONGKONG DISPENSARY.

BIRTH.

At No. 3, Seymour Road, Hongkong, on the 13th October, the wife of EDWARD JONES, of a son.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, October 15th, 1900.

In our leading article of the 5th inst. we made a brief reference to some of the statements made by Mr. Consul Scott in his Trade Report for Canton; extracts from which are quoted at length in another column. We now purpose dealing with these statements at greater length. Mr. Scott says that, in spite of many assertions to the contrary, the Inland Waters Navigation from Canton in the only direction it seems probable it could be expected to do, so has proved a very considerable success; he, however, quite omits to inform us what the many assertions to the contrary were and on what they were based. We will endeavour to supply the omission. The public at home and in China understood the opening of the Inland Waters of China to mean what it said, namely, that anyone, Chinese or foreigner, who wanted to run a steamer from any one place to any other in China could do so. This view, which was the only one possible in face of the published agreement and of the repeated assertions made by responsible officials and statesmen, was accepted by the bulk of the Consular Service and also, to some extent, by the I.M. Customs. When, however, Sir ROBERT HART imposed an entirely different reading of the agreement, and excluded the great bulk of the waters of China and steamers using them from coming under the concession, it was felt, and rightly so, that a fraud had been perpetrated on the public at large; and it called forth emphatic protests from some of our Consular officials, notably Messrs. MANSFIELD, HORR, and FOX, who voiced public opinion in saying that the concession thus shorn would be of no practical value whatever. It is the omission to state this elementary fact, that is so misleading a feature in Mr. Scott's report, but it is not the only manner in which a misconception

of the facts of the case is conveyed. The question of the carriage of goods by steam is placed in an equally false light. Mr. Scott's argument is that the great bulk of commodities are carried between inland places and Canton in ordinary native junks propelled by oars or sail; that these junks and steam-launches (or boats towed by them) would and do all come under the same *lekin* administration; therefore it follows that, if the goods are not carried in the launches or in boats towed by them, the reason must be looked for somewhere else than in the intricacies of the *lekin* system of taxation. Now the justness of this argument depends entirely on what interpretation Mr. Scott gives to "Inland Waters." As we have already explained he omits to mention the manner in which these have been curtailed. As a matter of fact he takes a small radius round Canton as the range over which his observations apply; and over that range we quite admit they apply with justice. But extend that radius ever so little and Mr. Scott's arguments at once fall to the ground. On the contrary, say the shipping companies of this Colony, there are very large quantities of cargo coming in and out of Canton in native boats towed by steam, to and from places hundreds of miles away, and one of the chief reasons, so they argue, why it is towed in native boats instead of being placed on board the steamer, is owing to the intricacies of taxation—*lekin* or otherwise. That there are enormous quantities of goods of all sorts being towed in boats in and out of Canton, the ordinary observer can see for himself. When Mr. Scott wishes to prove that little or no good is or can be expected to be carried by steam transport under the Inland Water concession he draws a narrow circle round Canton and excludes all goods which pass the circumference, going either way. When, on the other hand, he wishes to show that the concession is a success, and in proof of it holds up the large increase in the number of steamers registered under it, he at once enlarges his circle to an indefinite extent and includes in his total all launches, no matter how distant from Canton their line of operations may extend. In many cases these very launches which he includes tow the boats carrying the goods which he excludes! This is ingenious but hardly ingenious reasoning on Mr. Scott's part. Mr. Scott also forgets to point out that included in his totals of "inland" steamers is that class of Chinese vessel which is neither "inland" or "interport" and yet which, as the shipping companies have pointed out, secures the advantages of both. Neither does he inform the public that a good number of steamers included by him are, when under the Chinese flag, not subject to the duties of the Customs, so that one day they are "inland water boats" and the next "interport boats." We may remark in passing that Canton is not the only port where statistics can be made to prove anything. For years past the China Merchants' Company have run a steamer from Chefoo up the Gulf of Pechili. With the opening of inland waters this steamer is classed under that heading and statistics of the cargo carried in her are now published. These statistics are held up to us as a proof of the successful working of the Inland Water concession. The Chefoo Consul might with equal justice say, as Mr. Scott does, "These are facts; there can be no question of juggling with statistics; the trade has been recorded, the revenue has been collected."

To the ordinary reader not familiar with details the question will of course present itself why the Customs, whose record for fair dealing is so well established, should countenance a condition of things so opposed to their traditions. The reason is to be found in Sir ROBERT HART's decision to keep separate the inland and interport trade and steamers. With the opening of inland waters to foreign steamers the Customs at Canton found themselves in the position of being forced to uphold the I. G.'s decision and at the same time to reconcile it to a state of things which had existed for years previous to the opening. In practice they found this impossible and so they not unnaturally decided that if differential treatment there must be it should fall on the foreign steamer; and that the onus for remedying this state of things primarily rests with the British authorities who initiated the concession. Of course everyone admits that the separation of "inland" and "interport" boats was a matter over which Mr. Scott had no control, and that in recognising it he was simply carrying out the instructions of the Minister, but it is quite apparent that there are matters to which he might have devoted his attention with more profitable results than in endeavouring to persuade the mercantile community of China that they do not understand their business—for that is practically what his report amounts to. The Supplementary Rules for Inland Waters, which the Minister informed Lord Salisbury were merely subordinate to and explanatory of the original Agreement, provide that a list of the *lekin* barriers and the rules in

force at them shall be published through the Customs; that an official should be appointed who would have an office in the vicinity of the Custom House and who would collect in a lump sum the duties a vessel loading for a certain destination is bound to pay at the various stations she will pass on the way. These rules were to be published before the end of the Chinese Year (1898). In April 1899 Mr. MANSFIELD reported to the Legation: "I have been informed by the Commissioner of Customs (at Canton) that these Rules and Regulations, with a list of the *lekin* stations, 'lekin' tariff, list of articles subject to *lekin* and rates charged, and list of articles subject to *ching fai* (battery tax) and rate charged, have already been drafted and will shortly be published. A Provincial Officer has also been nominated who will 'have a floating office on the Homan side opposite to the Custom House.' Mr. G. JAMIESON when called upon by Lord Salisbury for his opinion on the Hongkong Shipping Companies' petition remarked that the publication of these Rules, which they there asked for, should be insisted on at once, but he added that from Mr. MANSFIELD's remarks it was apparently under way.

We draw Mr. Scott's attention to these very explicit statements, which the general public understood to mean that it would be open to any British subject who wished to run a steamer under the Inland Water concession to go to Canton, inform his Consul of the fact, and the Consul would be in a position to give him a copy of the rules in force at the barriers and a definite statement of the exact amount of taxation which shippers by his vessel could be called upon to pay. This, we contend, was what the public looked for, and it was a result they were justly entitled to look for from the wording of the Regulations and the statements made by Mr. Scott's predecessor in office. It would have been interesting if Mr. Scott had informed us why he has failed to get this carried out.

No fresh plague cases or deaths were reported during the 24 hours ending at noon on Saturday.

The English Mail of the 15th September and the French Mail of the 10th September were delivered in London on the 13th and 12th inst. respectively.

To-day we publish the first of a series of articles on "Rugby Football," by Mr. A. J. Gould, an old international player. The articles will appear weekly.

The Telegraph Companies announced on Saturday that on and after the 14th inst. telegrams can be sent for Newchwang via Port Arthur.

The steam launch *Kong Hoi*, with a passenger boat in tow, was pirated at Dosing on the West River on the 9th inst., and the passengers robbed of valuables to the amount of £15, 50s.

Mr. Erich Georg says in his Weekly Share List, dated Hongkong, 13th October—A very fair business has been done during the week under review, and rates have ruled very steady, showing a slight improvement in some instances.

At the Magistracy on Saturday a Chinaman was sentenced to three months' hard labour for being in unlawful possession of three brass side-lights, 14 brass bolts and flanges, and other articles, which disappeared from the s.s. *Tai-lee* when she was in dock the previous Saturday.

Among the samples of brandy, gin, milk, rum, and whisky, examined under the Sale of Food and Drugs Ordinance for the quarter ended 30th September, only two were found adulterated, both of milk. Seven samples of the latter were examined, six of whisky, and one each of the other spirits.

We received yesterday morning from the U.S. Consul-General, Mr. Bonnaville Wildman, the following typhoon warning issued from Manila Observatory at 5 o'clock p.m. on the 13th inst.—"Typhoon now probably E.S.E. of Manila between 12th and 13th parallels near coast Luzon," and the following issued at 4 p.m. yesterday—"Depression is crossing south of Luzon, moving westwards."

As already announced in these columns the Welsh Fusiliers and the Hongkong Regiment will return here for the winter, but the exact disposition of the Indian Expeditionary Force now scattered between Hongkong, Weihaiwei, Taku and Peking, cannot be settled until it is known whether the Allies are to remain in strength at Peking. This is for the powers to decide after receiving Count Walderssee's report on the military position.

Early on Saturday morning a fire broke out in a silk shop at 58, Jervois Street. The Fire Brigade was soon on the spot, the station being close at hand, but notwithstanding their celerity, by the time they arrived on the scene the flames had got good hold. The whole of the basement was burned out, a considerable quantity of silk goods being destroyed. The fire also spread to the first and second floors, which are entered from Queen's Road, and their contents were destroyed. The premises are insured in the Union Fire Insurance Office for \$12,000. The cause of the outbreak is not yet known. The master of the shop left early on Friday evening leaving some *lekin* and an accountant on the premises, who are being interrogated by the police.

Mr. M. J. G. Sanderson was at Wuchow on the 10th inst.

The new road, "Harlech Road," leading to the Upper Tram Station to High West, has been approved.

A Board of officers, composed as under, assembled recently at the Orderly Room, 1st Gloucester Regiment, Colombo, to enquire into and report on losses sustained by officers during the engagement outside Ladysmith on the 30th October, 1899.—President: Major J. Jackson, 9th M. I. Members: an officer, 1st Gloucester Regiment; an officer, 9th M. I.

Men of the cavalry regiments, horse and field batteries in India, will in future be supplied with brown ankle-boots somewhat of the pattern now used by mountain battery men. All reserves of the present pattern boots are, however, to be used up before issues of the improved pattern takes place. The supplies for the Indian expeditionary force will be shipped from Calcutta on an early date.

A tidal bore eight feet high, rushed up the river to Calcutta with the flood tide on the 11th of September and caused some damage to the shipping. The steamer *Jubeda*, carried away her masts. The *Cardian* parted her cables. The *Trenton* Hall started her bits. These mishaps were rectified before any further damage could be done. The influx was particularly strong at the jetties, but no damage was done there.

According to a Board of Trade return, the total tonnage of transport steamers used by the British for conveyance of troops, stores, etc., to South Africa, is 1,738,138 or 65.19 per cent. more than the entire steam tonnage of France, and only 421,781 tons less than that of Germany, and it should be added that this enormous diversion of tonnage has not in any way impeded the over-sea trading business of the country. From England and the Mediterranean 30,131 horses were shipped for the Cape, of which 1,543, or 5.12 per cent., was lost. From different ports 31,563 mules were shipped, and 671, or 2.12 per cent., lost. Of 7,344 horses and 1,356 mules sent from India, 1.33 per cent. and 25 per cent. respectively were lost, while of 13,896 horses and cows despatched from Australia and Argentina, 1.06 per cent. were lost on the voyage, Australia being the lowest on the list of percentage losses.

The Pacific Mail liner *China* had an exciting episode on board on her last voyage. Just after leaving San Francisco one of a party of three passengers who had been engaged in that city as superintendents in a gold mine in Corea, about 100 miles north of Chemulpo, and were on their way out, showed signs of insanity, and had to be placed in confinement. It first manifested itself in the form of melancholia, and a close watch was put over him. Later on, he twice entered the room of a lady passenger who was ill. He was then put in confinement and under constant watch. In a day or two he became violent. Once he broke the door down and got out; twice he got away from his guard while taking exercise. At one time he secured one of the knives being polished for the table and on the other occasion he was seized just as he got to the rail preparatory to jumping over. Fortunately, he did no damage to himself or to others, although twice he managed to get on the upper deck among the passengers. The unfortunate gentleman seemed to be an attractive person and of considerable refinement.

On Saturday morning there was a good muster of the European members of the Hongkong Police Force in the Billiard Room of the Central Police Station for the purpose of bidding farewell to Lance-Sergeant Cameron, who has been invalided home, and making him a presentation. Chief Detective Inspector Hanson acted as chairman, and addressing Lance-Sergeant Cameron said: "I have been asked by your late comrades in the Police Force, who wish to show their appreciation of your kind nature and disposition, on your retirement from the force, to make you a present on their behalf of a purse of sovereigns, a walking stick, and a deck chair, and I do so with very great pleasure. You have been with us for something like three years, and it is a pity you have to sever your connection with the force, because it is not everybody's good fortune to be blessed with the even temperament and good disposition of which you are the possessor. Temperaments differ, and it is one like yourself who brings a very good influence upon the more fiery ones. It does them good to have one like you among them. We were sent into the world for certain purposes, and I consider that you have brought a very good influence to bear upon us all. Therefore we shall miss you very much, but I hope that in going back to the old country you will regain your health and that before very long you will look back upon the time you have spent in Hongkong with feelings of pleasure. You have made friends here, and I hope you will remember us all as friends. To remind you of us in some way we give you this stick. I will therefore hand you the purse, which contains 38 sovereigns, and express the hope on behalf of myself and your late comrades that you will soon be restored to health." (Hear hear.) The stick is a black ebony one with a silver mount. It bears a monogram and the inscription: "Presented to William Cameron, by members of the H.K.P., 12th Oct., 1900, as a mark of esteem." The recipient in reply, said: "Mr. Chairman and gentlemen, I thank you all very much for your kindness. You have given me more than I deserve. I am sorry to leave you, but I am obliged to do so. Mr. Cameron subsequently went on board the homeward bound English mail, a good many of his late comrades seeing him off."

A terrible storm swept over Kingston, Jamaica, on the 7th ult., flooding the rivers, and doing great damage to the banana plantations. Miles of railway track have been washed away, and the losses will amount to thousands of pounds.

Major Pond, an American entrepreneur, recently held out a golden bait to Mr. Winston Churchill to secure him for a lecturing tour in the United States, in the forthcoming autumn, states a London correspondent. He offered him a lump sum of £15,000, paying all his travelling expenses whilst on tour. Mr. Churchill has, however, suddenly become accustomed to high rates of remuneration since his escape from captivity with the Boers. His remuneration as special correspondent of the *Morning Post* was fixed at £1,000 a month.

Can a juror summoned in a court of law refuse to kiss the Bible? This question has again been raised, this time in Penang. Referring to a refusal in the local assize court there, when the sheriff, curiously demanded that a German gentleman should kiss the book, one of the jurors in a letter to the *Gazette* says: "The late Mr. Justice Pelleren held that it was quite sufficient for the juror to make sure that the book, which they were having in their hands, was really the Bible, by simply opening it, and that kissing was not demanded by the law and was, therefore, not imperative, though usually done. Who is right? The Judge or the sheriff?"

A handsome silver cup, offered by Gen. De Wendt, for a marching and shooting competition among the regiments in his brigade on Salisbury Plain, was won early last month by the 3rd Royal Welsh Fusiliers. Seventeen teams competed, each consisting of one officer, a non-commissioned officer, a bugler, and twenty privates. The other battalions taking part in the competition were the 4th Devon, 3rd Gloucesters, 5th Irish Rifles, and 3rd D.C.L.I. The conditions were to march ten miles to the firing point, and then fire ten rounds advancing from 800 to 200 yards, at small single figure targets, khaki colour, the targets appearing for 15 and disappearing for 30 seconds. Three hours were allowed for the competition from start to finish. The winning team, which was under the command of Major Lord, was five hits ahead of their nearest rivals.

Another disaster has befallen Calcutta, this time by heavy floods, doing considerable damage. Incessant rain has fallen for weeks, and although it slackened on the 24th ult., when the mail left, a large portion of the suburbs and several parts of Calcutta were still inundated. The Greek and Jewish cemeteries were deeply flooded, and the graves considerably damaged. Owing to the flooding of the Gas Company's premises, street and house lighting was very imperfect, some parts of the town being in total darkness. The Howrah gas-works were closed, and mains have been laid across the Hooghly Bridge from Calcutta. The *Sun* Jute Mills were flooded and closed. Several thousands of homeless and destitute natives were being housed by the Police and charitable institutions. The Lieutenant-Governor had decided to call a public meeting at the Bengal Chamber of Commerce to organise a Relief Fund. Destruction of house property and fatal accidents continue to be reported.

Lieut. Gen. Sir William Butler, who has been selected to succeed to the Aldershot command, has been in the Army nearly 42 years, having joined the 60th Foot (the old South Lancashire, but now the 2nd Batt. Welsh Regiment) as an ensign on September 17, 1858. He has had a large share of Staff service, having been on special duty in Canada during the Fenian Raid and the Red River Expedition of 1870; was Special Commissioner to the Western Akim in the Ashanti war of 1873; a Staff officer in the Zulu campaign of 1878, and mentioned in despatches. He was again on the Staff and again mentioned in despatches in the Egyptian Expedition of 1882 and the Sudan Expedition of 1884. He commanded the advanced guard of the Nile column, and shared in the action of Kertek in the latter campaign; and commanded a bridge at the action of Ginnies in the Sudan in 1885, when he obtained the K.O.B. In 1896 Sir William was appointed to the Dover command, and in 1898 to that of the Cape, and returned in August of last year to take up the command of the Western District.

The China tea trade, and the effects produced upon it by the present troubles in China are causing much anxiety among the Russian tea merchants, who are apprehensive of a complete cessation of the trade in the near future. The British Minister at St. Petersburg recently sent a despatch to Mr. Chamberlain on the subject of the scarcity of Chinese tea imports, the closing words of which referred to the Nishni Novgorod fair, and the trade which would be done there in China tea. What seemed very certain on July 26th regarding the China crop, was by no means so assured during the following month, says the *Times of Ceylon*, and although the first crop might have been safe at Hankow, it must be remembered that port is no less than 600 miles inland, and if any tea is left there, which we shall know more about later on, the fate which has befallen Tientsin and Peking will assuredly be reproduced, pending, without question, in not a half-dozen tea-growing villages and destruction. We are also informed that the overland route is no longer open, the over-sea route alone remaining. These being the facts, we are not surprised that the merchants of St. Petersburg begin to look upon a total cessation of China tea supply as very much within the range of practical politics.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 12th October, 8.30 p.m.

ATTEMPT TO ASSASSINATE THE EMPRESS-DOWAGER.

An Imperial Decree, dated 4th October, announces that an attempt was made to assassinate the Empress-Dowager as she was proceeding to Hsianfu. The would-be assassin was immediately executed.

TWO EXPEDITIONS TO PAOTINGFU. Troops have started for Paotingfu from Tientsin and Peking, General Voyron commanding the former division, and General Sir A. Gaselee the latter.

BRITISH POLICY IN CHINA.

Only three Powers are seriously interested in the China question, England, Germany, and Russia. Of these, Russia has her hands full in Manchuria. England has no policy, thus leaving Germany free to play a private game.

SHANGHAI, 14th October, 8.50 p.m.

EMPEROR REPORTED AT HSIANFU.

A telegram from Hankow announces that the Emperor has arrived at Hsianfu. This is hardly possible.

CUTTING OFF THE YANGTZE VICEROYS.

Yu Chang, the Manchurian Governor of Honan, has been transferred to Hupeh. The Yangtze Valley officials are much alarmed, as the Empress-Dowager's evident intention is to surround the friendly Viceroys with a cordon of Manchurian reactionaries.

THE KWANGTUNG TROUBLES.

Private advices from Kwangsi report that the rebels have defeated the troops on the Kwangtung border.

RESIGNATION OF GENERAL SU.

General Su has resigned his post.

LONDON, 12th October, 10.10 p.m.

CONGER'S FEAR ABOUT THE PAOTINGFU EXPEDITION.

Mr. Conger fears that the Allied expedition to Paotingfu will inflame Northern China generally.

U. S. FORCES NOT UNDER COUNT.

v. WALTERSSEE.

It is stated that General Chaffee and Mr. Conger have been instructed from Washington not to recognise Count von Walderssee's appointment as including the command over the United States troops in China.

THE WAR IN SOUTH AFRICA.

LONDON, 12th October, 10.10 p.m.

THE CHINESE LABOUR QUESTION.

Mr. Cecil Rhodes has left the Congress, which has declared that though a supply of labour is needed in South Africa it is utterly opposed to the introduction of Chinese workmen into Rhodesia.

GENERAL NEWS.

SHANGHAI, 14th October, 9.55 p.m.

TORNADO AT TSINGTAO.

A tornado has occurred at Tsingtao to-day. Sixteen buildings were damaged, one man killed, and eight injured.

REUTER'S SERVICE.

LONDON, 11th October.

THE ELECTIONS.

373 Unionists, 146 Liberals and 70 Nationalists have been returned to date. Dr. Clarke has been elected for Caithness. The Unionists have gained Tyrone and South Londonderry, and the Liberals have gained Ouley, Westbury, Radnorshire and Southport.

THE AMERICA CUP.

Sir Thomas Lipton has sent a challenge for the America Cup.

OBITUARY.

The death of the Marquis of Bute is announced.

SOUTH AFRICA.

A detachment sent to the aid of a train which had been upset while crossing the Paarl River, was ambushed. Capt. Stewart of the Rifle Brigade and his men were killed. Capt. Page, two other officers and twenty men wounded, and Lieut. Sewell, R. E., and 10 men were made prisoners.

NEW ADVERTISEMENTS

JUST RECEIVED.

MELLIN'S FOOD BISCUITS: a very Digestive Food for Infants and Invalids.

Also
AUSTRALIAN ASSORTED JAMS, of the well-known Taylor Brand.
H. RUTTONJEE,
5, D'Aguiar Street,
31 & 32, Elgin Road, Kowloon.
Hongkong, 15th October, 1900. [2649]
FOR WUCHOW VIA KAMCHUK, SAM-SUI, SIWHING AND TAKHING.

THE Company's Steamship

"KWAILUM,"
Captain D. Bowie, will be despatched for the above ports TO-MORROW (TUESDAY), the 16th October, at 5 P.M.
For Freight or Passage, apply to
KAI HING & CO.,
46, Praya West. [2651]
Hongkong, 15th October, 1900.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"BAYERN."

OF THE NORDDEUTSCHER LLOYD.
Captain H. Blacker, due here with the outward German Mail about the 17th instant, will leave for the above places about 24 hours after arrival.
NORDDEUTSCHER LLOYD.
For Further Particulars, apply to
MELCHERS & CO.,
Agents. [2648]
Hongkong, 15th October, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU."

Captain K. Hasegawa, will be despatched for the above ports on SUNDAY, the 21st inst., at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents. [2649]
Hongkong, 15th October, 1900.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"MARQUIS BACQUEHEM"

having arrived. Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.
No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the undersigned before Noon, on the 21st October, or they will not be recognized.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st October will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents. [2634]
Hongkong, 14th October, 1900.

PERSEVERANCE LODGE OF HONG KONG, No. 1165.

A REGULAR MEETING OF THE PERSEVERANCE LODGE will be held at the FREEMASONS' HALL, TO-MORROW NIGHT (TUESDAY), the 16th October, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 11th October, 1900. [2628]

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ESTATE OF HENRY LISTON DALRYMPLE, late of Victoria, Hongkong, Merchant, Deceased.

NOTICE is hereby given that His Honour Sir JOHN WRELL, J.B., Chief Justice, has, by virtue of Section 58 of Ordinance No. 3 of 1897, made an Order limiting to the 1st day of November, 1900, for sending in claims against the above Estate.

All Creditors are hereby required to send their claims to the undersigned before the said date.

Dated this 14th day of August, 1900.

J. W. NORTON-KYSSHE, Official Administrator.

IMPERIAL BANK OF CHINA.

NOTICE.

WHEREAS the IMPERIAL BANK OF CHINA'S Promises in Peking have been destroyed by the Rebels and the following UNISSUED NOTES expressed on the face thereof to be payable at its Office in Peking in CHING-PING TSU-YIN currency, have been STOLEN therefrom:—

100,000 Notes of 5 Mace each—Nos. 0001 to 100,000.

100,000 Notes of 1 Tael each—Nos. 0001 to 100,000.

20,000 Notes of 5 Taels each—Nos. 0001 to 20,000.

10,000 Notes of 10 Taels each—Nos. 0001 to 10,000.

The Public are hereby cautioned against purchasing or dealing in any way with such Notes, as the Bank accepts no liability for the same.

By Order of the Board of Directors.

For the IMPERIAL BANK OF CHINA.

A. W. MATTHEW, Acting Chief Manager.

[2648]

AUCTIONS

GOVERNMENT NOTIFICATION.
No. 485.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held THIS DAY (MONDAY), the 15th day of October, 1900, at 3 P.M., at the Offices of the Public Works Department, THIS DAY (MONDAY), the 15th day of October, 1900, at 3 P.M., are published for general information.

By Command.

F. H. MAY, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 27th September, 1900. [2611]

Particulars and Conditions of the Letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 15th day of October, 1900, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, at Shaikwan, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square ft.	Annual Rent.	Upset Price.
1	Shaukwan Island Lot No. 395	Shaukwan	45' 45' 50' 50' 2,250' 12' 075			

GOVERNMENT NOTIFICATION.
No. 496.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held THIS DAY (MONDAY), the 15th day of October, 1900, at 3.15 P.M., at the Offices of the Public Works Department, THIS DAY (MONDAY), the 15th day of October, 1900, at 3.15 P.M., are published for general information.

By Command.

F. H. MAY, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 29th September, 1900. [2612]

Particulars and Conditions of the Letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 15th day of October, 1900, at 3.15 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of Four Lots of Crown Land, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square ft.	Annual Rent.	Upset Price.
1	Inland Lot No. 1,617	Shaukwan Road	50' 50' 100' 100' 0,500' 70' 50'			6,000
2	1,618	"	50' 50' 100' 100' 0,500' 70' 50'			5,000
3	1,619	"	50' 50' 100' 100' 0,500' 70' 50'			5,000
4	1,620	"	50' 50' 100' 100' 0,500' 70' 50'			5,000

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on

THURSDAY,

the 18th October, 1900, at 2.45 P.M., at No. 6, Cameron Villas, the Peak (the Residence of Col. WHEELER),

THE WHOLE OF HIS HOUSEHOLD FURNITURE,

DRAWING ROOM, DINING ROOM and BEDROOM FURNITURE, &c., &c.

Full Particulars can be seen from Catalogue. On View from Wednesday, the 17th October. Terms.—As Customary.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 13th October, 1900. [2648]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on

FRIDAY,

the 19th October, 1900, at 11 A.M., at the HONGKONG AND KOWLOON GODOWNS, Kowloon,

12 LENGTHS CHAIN 24"

105 FATHOMS do. 14"

7 PIECES do. 13"

Terms.—As Customary.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 6th October, 1900. [2600]

DR. NOBLE,

DENTAL SURGEON,

HAS returned to the Colony and RE-SUMED PRACTICE.

Hongkong, 19th September, 1900. [2453]

WING CHEONG.

Dealers in

JEWELRY, PEARLS, DIAMONDS,

CURIOUS JADESTONEWARE, CARVED

IVORYWARE, SILKS, and GRASS

MATTRESSES.

GENERAL IMPORTERS.

[2648]

[2648]

[2648]

[2648]

[2648]

[2648]

[2648]

[2648]

[2648]

[2648]

[2648]

INTIMATIONS

"RUGBY FOOTBALL,"

BY

ARTHUR J. GOULD

(WHO HAS PLAYED IN TWENTY-SEVEN INTERNATIONAL MATCHES).

THE following SPECIAL ARTICLES

are now appearing weekly in the Hongkong Daily Press:—

2.—INTERNATIONAL GAMES—SOME CONCLUSIONS.

3.—THE EFFECT OF THE INSTRUCTIONS TO REFEREES.

4.—FOUR THREE-QUARTERS V. THREE.

5.—GREAT PLAYERS OF THE PAST.

6.—GREAT PLAYERS OF THE PRESENT.

7.—THE NORTHERN UNION'S EFFECT ON THE GAME.

8.—IS RUGBY FOOTBALL DEGENERATING?

Hongkong, 10th October, 1900. [2622]

GOVERNMENT NOTIFICATION.
No. 513.

HONGKONG OPIUM FARM.

NOTICE is hereby given that SEALED TENDERS will be received at the Colonial Secretary's Office, Hongkong, till Noon on FRIDAY, the 23rd day of November, 1900, for the purchase of the privileges known as the OPIUM FARM established under the Prepared Opium Ordinances 1891 to 1897, and Ordinance No. 1 of 1898, that is to say, the sole privilege of preparing Opium and of Selling, within the Colony (including the New Territories) Opium as prepared, inclusive of the privilege of collecting dross and of preparing and dealing in dross opium, for three years from the 1st of March, 1901.

Full information as to conditions of tendering, etc., can be obtained from the Colonial Treasurer.

By Command.

J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 6th October, 1900. [2635]

CONDITIONS OF TENDERING.

1. No tender will be received unless the tenderer produces a receipt from the Treasurer for—

(i) A deposit of \$30,000, or of Title Deeds, or other approved securities to a like amount, and

(ii) A stamped agreement to be executed by him on a form provided by the Treasurer, to the effect that, if he should decline to accept a grant of the Farm on the terms of the tender sent in by him, such deposit or securities shall be forfeited to the Crown.

Such deposit must be completed not later than Noon on the 22nd of November. All deposits will be returned to unsuccessful tenderers.

2. The tender must state the monthly sum offered for the Farm as rent.

3. The Government does not bind itself to accept the highest or any tender, but will select the tenderer who offers the most advantageous terms.

4. The successful tenderer shall deposit with the Treasurer security, either money or title deeds, to the value of three months' rent of the Farm for the due performance of the conditions on which the privilege is granted and of the stipulations or agreement in respect thereof, and the security previously deposited with the Treasurer on the tender being received will be retained until such successful tenderer shall have deposited such security.

5. The Governor in Council will execute to the accepted tenderer a Grant in the form, or as near thereto as may be, hereinafter set out.

6. During the continuance of the privileges the successful tenderer shall be entitled to the use of a trade mark to be approved by the Governor in Council on all Opium prepared by him.

CONDITIONS TO BE FULFILLED BY THE GRANTEE OF THE OPIUM FARM, AND THE BREACH OF WHICH WILL INVOLVE LIABILITY TO THE FORFEITURE OF THE GRANT AND OF THE SECURITY DEPOSITED WITH THE TREASURER.

(1). The payment of the monthly fee regularly in advance, from the 1st day of March, 1901.

(2). To have no Opium in possession except what is reported through the Imports and Exports Office; and, unless the special permission of the Governor to exceed that amount is obtained, to draw in no more than 300 chests in any two consecutive months, of which not more than 175 chests are to be drawn in any one month.

(3). Not to part with any Opium in the raw state either by sale or otherwise, but only prepared Opium fit for smoking.

(4). Not to grant to any person any license to boil or prepare Opium.

(5). To have one establishment only for boiling; such establishment to be approved by the Governor.

(6). Not to have loose Opium (as defined by the Raw Opium Amendment Ordinance, 1891) elsewhere than in his boiling establishment or any raw opium other than that covered by removal permit.

(7). To supply the licensees of Opium Divans, duly licensed by the Colonial Secretary under Ordinance No. 15 of 1897 (as amended by Ordinance No. 1 of 1898), with any Opium and dross Opium required by them, at rates not exceeding the market rates at the time.

FOR SALE.

NEW LEE ENFIELD 303 MATCH

RIFLE COMPLETE.

ELEY'S SPORTING CARTRIDGES.

EVERY KIND OF SPORTING-RE-

QUISITE.

Wm. SCHMIDT & CO.

Gnameth.

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

[2615]

PUBLIC COMPANIES

OLIVER'S FREEHOLD MINES, LIMITED.

NOTICE is hereby given that the B Shares, on which the FINAL CALL of 50 cents per Share has not yet been paid, are liable to be FORFEITED, and that the report of the undersigned at the Office of the Company, 38 and 40, Queen's Road Central, Victoria, Hongkong, on or before the 17th October, 1900.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 3rd October, 1900. [2566]

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FOURTH ORDINARY MEETING OF THE SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on TUESDAY, the 23rd instant, at TWELVE O'CLOCK, NOON, for the purpose of presenting Accounts to the Directors and Statement of Accounts to 30th April last and of declaring dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd instant, both days inclusive.

By Order of the Board of Directors.

H. P. WADMAN, Acting Secretary.

Hongkong, 2nd October, 1900. [2557]

HONGKONG ELECTRIC COMPANY, LIMITED.

TENDERS are invited for the Allotment of the Unissued balance of New Shares (4104 Shares). Dollars Five per Share paid up. PAYABLE on the 1st November, 1900.

Tenders will be received up to the 20th of October. No Tenders under par will be considered, and the Allotment will be made preferably to Shareholders.

By Order of the Board of Directors.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 29th September, 1900. [2535]

HONGKONG ELECTRIC COMPANY, LIMITED.

NEW ISSUE SHARES.

SHAREHOLDERS are hereby notified that the SECOND CALL of \$3.00 (Three Dollars) per Share has been made and is PAYABLE at the Company's Office, No. 4, Queen's Buildings, on or before 1st November, 1900.

Shareholders are requested when paying the above mentioned call to send to the Company's Agents their provisional Share Certificates for endorsement.

By Order of the Board of Directors.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 29th September, 1900. [2534]

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

ISSUE OF \$500,000 NEW CAPITAL.

NOTICE is hereby given that the SECOND CALL of \$25 per Share was due on 1st October, 1900, and that interest at the rate of 12 per cent. per Annum will be charged on all Calls which are not paid on 12th instant.

EDWARD OSBORNE, Secretary.

Hongkong, 12th October, 1900. [2636]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$20 per Share for the year 1899, equivalent to 40 per cent on the paid-up Capital of \$50 per Share, has been declared.

WARRANTS will be issued on the 12th October.

By Order of the Board.

W. J. SAUNDERS, Secretary.

Hongkong, 12th October, 1900. [2637]

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.

LETTS' DIARIES, 1900.

CHINA'S OPEN DOOR, by Consul-General, Wildman.

European Settlements in the Far East. 2.25

Gold Deeds of the War. 6.50

Croquet Up-to-Date. 3.50

London to Ladysmith by Pretoria.

China of To-day: The Yellow Peril, Paris.

China the Long-lived Empire, by Seidenmore. 5.00

The Overland to China, by Colquhoun. 9.50

Through the Yangtze Gorges, by Archibald Little. 4.50

The Catacombs of Paris. 1.50

Between two Fires: A Story of the Boer War. 1.50

Red P

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT,
2, Zetland Street, Auctioneer, Appraiser
and Commission Agent.

HUGHES & HUGH,
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
Street and Praya Central.

V. I. REMEDIOS,
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

THE WESTERN HOTEL,
Excellent Accommodation, \$2.50 per day.
30 and 32, Queen's Road West.

BOOKBINDING

"DAILY PRESS" OFFICE,
The only office in China having European
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

W. BREWER & CO.,
Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

KANG ON,
Contractor, 30, D'Almeida Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY,
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Aera-
tized Waters, Dealers in Photographic
Requisites, Queen's Road.

WATKINS, LD. APOTHECARIES' HALL, 63,
Queen's Road Central, Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

CURIO DEALERS

KUHN & KOMOR,
Fine Art, Japanese and Chinese Curios,
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.

KWONG HING,
China Porcelain, Crockery Ware; 59a,
Queen's Road Central.

DENTISTS

WONG HOMI,
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DRAPERS

EBRAHIM ELIAS & CO.,
Milliners, Silk Mercers, Haberdashers.
Low Prices; 37, 39, Wellington Street.

SEE WOO,
Tailor, Draper and Outfitter; 67 and 69,
Queen's Road.

FLOUR

SPERRY FLOUR COMPANY,
Proprietors of the following Celebrated
Brands of Flour: "Sperry's," "Golden Gate," "Pioneer," "Buckeye,"
"Anchor," &c.
WILLIAM WHITLEY, Manager.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite, Depot for
Eastman's Kodak Films and Accessories;
1/4, Queen's Road Central.

LI KWONG LOONG,
Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.

GROCERS

THE MUTUAL STORES,
SUB-AGENTS LITTON, LD.,
8 and 10 D'Almeida Street,
Provision and General Merchants.

JEWELLERS

KANG LEE & CO.,
Jewellers, Gold and Silversmiths, Watch-
makers, Opticians, Camera and Blackwood
Furniture, Opposite Post Office, 36,
Queen's Road Central.

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

WAH LOONG,
Gold and Silversmith, Silk Dress, Crêpe
Shawls, Ivory Lacquerware, Fans,
Caskets, Bridles, Human Hair, Fos-
thers; 88, Queen's Road Central.

THE LIGHT OF THE FUTURE

EASTERN ACETYLENE LIGHTING
COMPANY, Head Office, 62a, Queen's
Road Central. Fittings of every de-
scription for the ACETYLENE LIGHT at
lowest rates.

MERCANTILE AGENT

WOODS & CO.,
Dundell Street, Agents for American and
European Export Houses.

PHOTOGRAPHERS

A FONG,
The largest and most complete Studio in
Hongkong, Established 1859. Views,
Enlargements, Tinted Miniatures, Oil
Paintings, &c.; Ice House Street.

E HING,
Enlarging, Developing, Printing, Mod-
erate Rates, 20a, Queen's Road West.

MOE CHEUNG,
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc. Devel-
oping, Working, American Requisites.

M. MUMBY, JAPANESE ARTIST,
Brownie and Grayson Enlargements, Work-
done for customers, 8a, Queen's Road, Cl.

HONGKONG
BUSINESS DIRECTORY.

PHOTOGRAPHERS.

YEE CHUN,
Marine and Portrait Painter, 50, Queen's
Road, Upstairs.

H. YERA,
Japanese Photographer, 14, Beaconsfield
Arcade, Queen's Road Cl., also Wanchai
Amateur's Requirements a Specialty.

PRINTING

"DAILY PRESS" OFFICE,
Proofs read by Englishmen.

RAITAN FURNITURE

KWONG TAI LOY,
Rattan Furniture, Bamboo, Blinds, Mat-
tings all Colours; 30a, Queen's Road Cl.

SILK GOODS DEALERS

TEJUMUL PORUSING,
Dealer in Chinese, Indian and Japanese
Goods, Silks, Woolen and Cashmere
Shawls and other Sundry Goods; 4,
D'Almeida Street, First Floor.

WASSIAMULL ASSOMULL,
Wholesale and Retail Importers and
Exporters, India, Chinese and Japanese
Silks, Cashmere Shawls and Ceylon
Lace; 46, Queen's Road, Cl.

SILK LACE MANUFACTURERS

FR. BLUNCK,
Exporter of Real Hand-made Torchon Lace
in Silk, Linen and Cotton, Grasscloth and
Silk Embroideries, Hand-made Silk
and Linen Lace Curtains made to
order; 17, Queen's Road, Central.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Shipbuilders, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

KWONG SANG & CO.,
Shipbuilders, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chandise, 144, Des Voeux Road.

MORE & SEIMUND,
Shipbuilders, Sailmakers, Riggers, Com-
mission Agents and General Store-
keepers, 43 and 45, Praya Central.

TAILORS

R. HAUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

HUNG YUEN,
Outfitters, Shirt Makers, Hatters, Hosiers,
Drapers, 85, Queen's Road, Central.

TAK CHEONG,
Tailors, Gentlemen's Outfitters, Hatters,
Hosiery, and Drapers, Chinese Silk of
all kinds, 50, & 52, Queen's Rd. Central,

YEE SANG FAT & CO.,
Outfitters, Piece Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs; Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS,"
Importer of the Best Manila Cigars; 25,
Pottinger Street.

KRUSE & CO.,
Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents,
Comnaught House, Queen's Road.

VICTORIA CIGAR DEPOT,
1 and 2, Leysene Street East, AGENTS FOR
W. KENNEDY & CO., 37, Calle San
Jacinto, Manila, "Windsor Lady" and
"The Jockey" Cigars.

WINE & SPIRIT MERCHANTS

H. PRICE & CO.,
12, Queen's Road
and Calle Anlogue, Manila.

MITSU BISLI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.

A.I. ABC, Scott's and Engineering Codes
Used.

DOCK No. 1 (at TATEGAMI)
Extreme Length... 523 feet.
Length on Blocks... 513
Width of Entrance on Top... 89
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide... 20 1/2

DOCK No. 2 (at MUKAJIMA)
Extreme Length... 371 feet.
Length on Blocks... 350
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide... 22

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
The COMPANY has a POWERFUL SAL-
VAGE PLANT READY AT SHORT
NOTICE. [1819]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable pro-
visions for Cold Storage at EAST POINT at
Moderate Rates.

Wm. PARLANE,
Manager.
Hongkong, 17th February, 1899. [89]

Q. U. A. N. W. A. H. & CO.,
DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.
DESIGNS & PRICES on APPLICATION
at No. 1, Queen's Road East, Hongkong
Hongkong, 17th October, 1899. [1899]

RUGBY FOOTBALL.

BY
ARTHUR J. GOULD.

THE OLD GAME AND THE NEW.

That there have been considerable changes in
Rugby football the last twenty years admits
of no doubt. In fact, I know of no other
national game which has changed so greatly. In
their main features the principles of the game
are the same, but the style of play has altered
immensely. In discussing this subject with
Rugby football players of twenty years ago, it
is often difficult (sometimes impossible) to con-
vince them that the methods of play have changed
for the better. There seems to be a tendency
on the part of old players to shut their eyes to
the fact that the game has improved, and this is
especially the case with men who had places in
the forward ranks. They seem to be so enam-
oured with the old "bullocking" forward game
that they think scorn of the present style; but,
speaking as a three-quarter whose actual playing
experience covered the whole period of develop-
ment, from the old-fashioned days of close
forward play and two full backs till the
general adoption and perfection of the four
three-quarter system, I must give it as my opin-
ion that the game has greatly changed for the
better, both for the players and the spectators.
In the old days the game was practically con-
fined to the forwards, and the backs, especially
the three-quarters, had very little to do beyond
stopping rushes and watching the forwards;
now the backs take a great part in the actual
play, and the game is pleasanter to watch and
to play than it was during the seventies and the
early eighties. I think we can justly claim
that Wales has had more to do with this im-
provement than either of the other countries,
since Wales is admitted to be the pioneer of the
open game.

THE OLD GAME.

In speaking of the old game no one will
expect me to go back to those ancient times
when an English king thought it necessary to
discourage football because the youth of the
period were devoting so much attention to it
that archery suffered; nor shall I attempt to
deal with curious local customs in which Shrove
Tuesday diversions in the streets are dignified by
the name of football. And though we derive our
game from Rugby School it is unnecessary to
deal with "Bigside." The "old game" to which
I propose to refer is that game which grew up
in all parts of the kingdom at the time the
Rugby Union was established. It was in 1871,
I believe, that the first code of laws regu-
lating the game was adopted, and the method
of play of which I have the earliest recollection
was due to the effort to carry out these rules in
what the various clubs thought was the best
manner possible. One thing which the new
rules did was to entirely abolish kicking. Old
players have told me that before this rule was
passed it was not uncommon for a number of
men who were not on particularly good terms
(perhaps it was only pride of endurance) to have
a private kicking match after the scrimmage
had broken up, and I have been told of a re-
verend archdeacon, an old Rugby blue, who says
that his shins are notched like a saw as the re-
sult of the kicking which took place in the
school matches. But kicking at the ball was
the only way of getting it out of those im-
mense scrimmages; kicking at the ball was
the only way of giving it daylight when
twenty aside was the rule, and when kick-
ing, which rather more often than not re-
sulted in somebody's shins being kicked and the
ball being missed, was abolished, scrimmages
degenerated into shoving matches, with the ball
lying passively in the midst. Kicking was
prohibited, a new way of getting the ball out
had not been discovered, and forward play had
become slow.

IN MY EARLIER DAYS.

It was at this transition period that my
memories of football commenced. In my very
earliest days we played two full-backs, and
three-quarter backs, two half-backs, and nine
forwards. The backs never expected that the
ball would be passed to them, though there were
occasionally attempts at getting the ball from
one man to another. The forwards were usual-
ly big and heavy men, and when two packs
were evenly matched it was no unusual
thing to see the opposing sides straining
every nerve to push their opponents off the
ball with a straight shove, without one side
or the other gaining an advantage for the space
of a full minute or more. Then, when the
scrimmage broke up, and the half-back waiting
at the skirt of the scrimmage seized the ball, he
was as likely as not to be tackled, before he could
get far, and the whole thing began again. The
idea seemed to be that the forwards should do
everything they could, and that the backs were
to be thankful for such chances as they might
have from the ball being kicked through by a
forward or a back. The effect of the old game
on the forwards was to make them wonderful
workers, but as slow as the game they played;
while in the backs it bred tremendous pluck,
absolute fearlessness in stopping rushes, and
individualism as runners and tacklers which
can never be improved upon, in the light of the
opportunities they had. To speak broadly, in
those days there was no combination (though
combined dribbling came afterwards, and even
passing among the forwards), and as no man
could depend upon his fellow he learned to
depend upon himself. Thus the half ran
and tackled with deadly determination.
All that was expected of him was that he
should do his own individual utmost—that
he should run, either by dodging or by
sheer pace and weight, till he could not gain
another foot—and the natural effect of this
was that when the ball was obtained in a good
position (and it was only obtained by the ac-
cident of a long kick forward or back) the half
or three-quarter of the old days often made a

fine run. While the running was individual
and determined, the tackling was naturally at
an equally high standard. In finding the ball
and in quick kicking, the old backs were also
excellent, but the fault of the old game was
that it was by accident and not design that the
men behind the scrimmage obtained chances,
while the scrimmagers monopolised nine-tenths
and often nineteen-twentieths of the play.

IMPROVEMENTS.

The game gradually improved, partly by new
methods of play, partly by the elimination of
customs which now strike us as ridiculous.
There was the "maul," in which two men
struggled for possession of the ball over the
goal line, one trying to touch it down and score,
the other attempting to take it from the man
who had it, and so prevent a try. Mauling
might have been entertaining to a certain
section of the crowd, but it was no advantage
to football, and it was a good thing when it
was abolished. Another rule which seems
ridiculous now was that by which the ball in
touch belonged to the side which touched it
down, which resulted in many a race for the ball
when in touch; but these were mere blemishes.
The inherent fault of the old game was that
it did not give all sections of the team a fair
share of the play, and that the methods gener-
ally adopted inevitably led to selfishness. Play-
ers knew no higher good than in-
dividualism, and if they theorised at all (foot-
ballers probably did not theorise much) they
argued that the more they did the better they
were serving their side. The wisdom of a later
period laid it down that a man could often serve
his side best by doing rather less himself and giv-
ing others the chance to do more. The old game
bred men who were suited to it. They had the
qualities which their methods were bound to
develop—great individual ability, self-reliance,
and a never-say-die determination; but they had
also the defects of these qualities—selfishness,
and the failure to grasp the usefulness of co-
operation. The forwards at first were slow and
lacking in cleverness, afterwards they developed
cleverness in dribbling, but it was long before
they ceased to waste a great part of their un-
doubted energies through misapplying their
efforts, and it was not till the dawn of the
new era that they came to regard it as part of
their duty designedly to give their backs a
share of the game. The kicking of the backs
of that time has never been surpassed, and
never will be, nor are we likely to have men
of that period, though, be it observed, they often
missed tries through sticking to the ball till the
bitter end, when a simple pass would have given
a fellow-player a try. They did not play to pass;
if they did so it was as a last resort, and a last
resort only too often is too late.

THE NEW GAME.

No one can say with certainty when the old
game ended and the new game began. The
seed of the new game was early found in a few
of the principal teams, notably Blackheath, but
at first passing was largely confined to the for-
wards. Later came the idea of healing, and
with this the attempt to make the team a com-
bined whole became possible. How the transi-
tion from the old game to the new was effected
it would be impossible to trace. Once players
thoroughly grasped the idea that a runner could
do his side a service by passing the ball to a man
who was in a better position than himself, it
followed naturally that the best players tried to
develop the idea into a system. Constant
practice together made Vassall's Oxford team a
wonderful combination under the three three-
quarter system, and with that period the new
game had undoubtedly arrived, though not in
its most effective form—that was reserved
for those who perfected the Welsh style. The
old game was individualistic; the new game is
combined; the old game was a matter of muscle
combined; the new game is that with a sense of
interdependence added. I do not propose to
deal with the four three-quarter game, as that
will be the subject of a later article—the new
game that I refer to is that which substitutes a
team every section of which is in touch with
the other, for a team in which the forwards dis-
regarded their backs, and those backs for all
practical purposes were independent units, each
doing his best for his side, with no thought of
concerted action. What I claim for the new
game is that it gives every section of the team
a fair share in the play. How often in the old
days did the full-back and the three-quarter
stand shiveringly idle, while eighteen forwards
strained, steamed, and grunted in the vain at-
tempt to push each other off the ball, and when at
last one side or other gave way a foot or two,
and the ball came out, the plucky half who
fell upon it or fielded, was instantly smothered,
with the result that the scrummaging was re-
newed. An occasional run or kick, every man for
himself, was the best that could be expected;
and while the forwards had infinitely more than
their share of the play, and the halves more
than their due allowance of pounding, the backs
certainly were starved. But now the system is
changed—at any rate with the great majority
of clubs. The forwards still have quite as much

NOT BEYOND HOPE.

Those who have suffered year after year with
Rheumatism will be glad to hear of a remedy
that has proved an absolute specific. There are
no conditions of Rheumatism, no matter how
severe nor from what cause, that cannot
immediately be relieved and permanently cured
by Little's Oriental Balm. People who have
tried a hundred remedies, liniments, and doctors
are apt to be resigned to their fate. They
have been disappointed so many times that another
trial seems almost useless. To all such we say,
try Little's Oriental Balm faithfully and patient-
ly and you will soon rejoice at the return of your
precious health. Many a person was cured
through Little's Oriental Balm by the use of a
single bottle, others have used from 3 to 6 bottles
to obtain the same result. In only very rare and
exceedingly obstinate cases were more than 6
bottles necessary. Sold at 1s. 1 per bottle.
Agents for Hongkong—THE VICTORIA
DISPENSARY, LD. [2652-3]

INSURANCES

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above
Company are PREPARED to ACCEPT First
Class Foreign and Chinese Risks at Current
Rates.

SIEMSEN & CO.
Hongkong, 29th May, 1895. [26]

NORTH BRITISH AND MERCAN-
TILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1899,
£14,409,089.

I. AUTHORIZED CAPITAL... £3,000,000 0 0
SUBSCRIBED CAPITAL... 2,750,000 0 0
PAID-UP CAPITAL... 687,500 0 0
II. FIRE FUNDS... 2,731,183 13 7

The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 22nd June, 1900. [1872]

NOTICE.

THE IMPERIAL MARINE INSUR-
ANCE COMPANY, LIMITED.

(TEIKOKU KAISHA HOKEN KABUSHIKI
KAISHA),
TOKYO, JAPAN.

THIS Company's Name, Style and Address
has, as from the 28th September, 1900, been
CHANGED to

THE IMPERIAL MARINE AND
TRANSPORT INSURANCE
COMPANY, LIMITED
(TEIKOKU KAISHA HOKEN KABUSHIKI
KAISHA),
TOKYO, JAPAN.

The Company will in the future continue to
do business here as heretofore and the Unders-
igned are as Agents for the Company prepared
to ACCEPT all usual MARINE RISKS on
Vessels and Cargo.

GEO. R. STEVENS & CO.,
Agents for the
Imperial Marine & Transport Insurance Co., Ltd.
Hongkong, 11th October, 1900. [2631]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.
The Undersigned having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [52]

AACHEN AND MUNICH FIRE IN-
SURANCE CO.

OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

REUTER, BRÜCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [19]

SCOTTISH METROPOLITAN
ASSURANCE CO.

The combined ACCIDENT and LIFE
POLICY is the MOST ADVANTAGEOUS
form of INSURANCE.
A yearly premium of £28 2s. (age 30) secures
the following:—

£2,000 in case of death by accident.
£1,000 in case of natural death.
£1,000 in case of permanent total disablement
by accident.
£500 in case of partial total disablement by
accident.
£3 per week in case of temporary disablement
by accident.

Accidents insured against for £4 and £2 per
annum (£1,000 in case of death, by weekly pay-
ments in case of injury).
For further Particulars apply to
J. Y. V. VERNON,
Agent.

Hongkong, 8th June, 1896. [174]

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA,

INCORPORATED 1851.
CAPITAL... £410,000.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

WM. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1900. [1512]

"L'UNION"

FIRE INSURANCE COMPANY, LD.

(Established 1828).

THE Undersigned, having been appointed
GENERAL AGENT for the above
Company, is prepared to ACCEPT RISKS
at current rates.
Claims settled direct without reference to the
Head Office.

A. R. MARTY,
Agent.
Hongkong, 1st August, 1900. [1113]

SALAMANDER FIRE INSURANCE
COMPANY.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

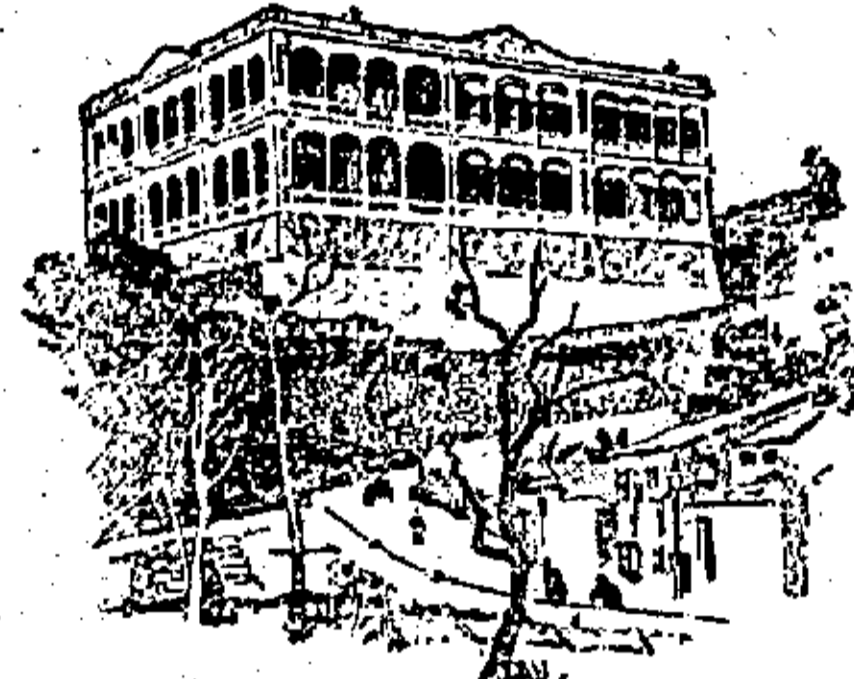
HOTZ, S. JACOB & CO.,
Agents.
Hongkong, 2nd April, 1900. [1025]

TRANSATLANTIC FIRE INSUR-
ANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1872. [24]

HOTELS.

"BOA VISTA" HOTEL,
MACAO.

THE only FIRST CLASS HOTEL in the
Colony. Moderate terms by the day or
month. European management.
MACAO is distant 40 miles West of Hong-
kong and the journey is made each day (Sun-
days excepted) by the magnificent Saloon
Steamer "HEUNGSHAN" in 5 hours, leaving
Hongkong at 2 P.M. and Macao at 8 A.M.
Connection made by Company's Steamer to
and from Canton.
Tourists should not miss the chance of
visiting this famous old City.
For Terms, apply
MANAGER.
Telegraphic Address: "Boavista." [2549]

RAFFLES HOTEL

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL	PATROCLOS	Brit. str.	—	Dickens	BUTTERFIELD & SWIRE	To-morrow.
LONDON VIA SUEZ CANAL	GLENGYLE	Brit. str.	—	Darke	McGREGOR BROS. & GOW	On 27th inst.
LONDON VIA SUEZ CANAL	IDOMENEUS	Brit. str.	—	Riley	BUTTERFIELD & SWIRE	On 30th inst.
LONDON VIA SUEZ CANAL	BOMBAY	Brit. str.	—	G. W. Montford, R.N.R.	P. & O. S. N. Co.	On or about 1st Nov.
LONDON VIA SUEZ CANAL	AGAMEMNON	Brit. str.	—	Nish	BUTTERFIELD & SWIRE	On 13th Nov.
LONDON VIA SUEZ CANAL	TANTALUS	Brit. str.	—	Gregory	BUTTERFIELD & SWIRE	On 17th inst.
REMEDIEN, VIA PORTS OF CALL	SACHSEN	Ger. str.	—	E. Oesselmann	MELCHERS & CO.	On 17th inst. at Noon.
MARSEILLES & LONDON	CANDIA	Brit. str.	—	A. W. Symes, R.N.R.	P. & O. S. N. Co.	On or about 18th inst.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	TAMBA MARU	Jap. str.	—	J. W. Wale	NIPPON YUSEN KAISHA	On 19th inst. at Daylight.
MARSEILLES, &c., VIA PORTS OF CALL	LAOS	Frch. str.	—	Flandin	MELCHERS & CO.	On 22nd inst. at 1 P.M.
MARSEILLES & LONDON DIRECT	MAITA	Brit. str.	—	F. J. Cole	P. & O. S. N. Co.	On 27th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	SANUKI MARU	Jap. str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 2nd Nov., at Daylight.
HAYRE & HAMBURG	HAMBURG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 20th inst.
HAYRE & HAMBURG	SARINIA	Ger. str.	—	Schlaefke	CARLOWITZ & CO.	On or about 2nd Nov.
HAYRE & HAMBURG	SUEVIA	Ger. str.	—	Förck	CARLOWITZ & CO.	On or about 18th Nov.
HAYRE & HAMBURG	AMERICA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 2nd Dec.
TRIESTE, &c., VIA PORTS OF CALL	MARQUIS BACQUEHEM	Aus. str.	—	A. Bilfinger	SANDER, WIELER & CO.	On 18th inst. P.M.
NEW YORK VIA SUEZ CANAL	ANAPA	Brit. str.	—	Hildebrandt	CARLOWITZ & CO.	Quick despatch.
NEW YORK VIA SUEZ CANAL	ASTORIA	Ger. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 16th inst.
YANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	—	J. Panten	DODWELL & CO. LIMITED	On 24th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	VICTORIA	Brit. str.	—	M. J. Currow	NIPPON YUSEN KAISHA	On 27th inst. at 4 P.M.
VICTORIA, B.C., &c., VIA SHANGHAI, &c.	IDZUMI MARU	Jap. str.	—	T. M. Stevens & Co.	P. & O. S. N. Co.	On 29th inst.
PORTLAND, OREGON VIA JAPAN	MONMOUTHSHIRE	Brit. str.	—	O. & O. S. N. Co.	TOYO KISEN KAISHA	On 30th inst.
SAN FRANCISCO VIA NAGASAKI, &c.	DORIC	Brit. str.	—	McArthur	PACIFIC MAIL S. S. CO.	On 8th Nov., at Noon.
SAN FRANCISCO VIA AMOY, &c.	NIPPON MARU	Jap. str.	—	A. E. Moses	BUTTERFIELD & SWIRE	On 20th Nov.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF ROSE JANEIRO	Amr. str.	—	W. Bainbridge	GIBB, LIVINGSTON & CO.	On 26th inst. at Daylight.
SAN DIEGO, &c., VIA SHANGHAI, &c.	CARLEIGH CITY	Brit. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 26th inst. at Noon.
AUSTRALIAN PORTS	GUTHRIE	Jap. str.	—	P. Criglette	SANDER, WIELER & CO.	On 19th inst. at Noon.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	S. Yoshimura	NIPPON YUSEN KAISHA	On 4th Nov., at Daylight.
YOKOHAMA, KOBÉ & TSINGTAU	CHANGSHA	Ger. str.	—	C. F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 17th inst. at 4 P.M.
KOBÉ & YOKOHAMA	CHANGSHA	Ger. str.	—	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On or about 26th inst.
NAGASAKI, KOBÉ & YOKOHAMA	INABA MARU	Jap. str.	—	H. Blocker	MELCHERS & CO.	Quick despatch.
YOKOHAMA & KOBÉ	KARUGA MARU	Jap. str.	—	S. Atsumi	MITSUBI BUSSAN KAISHA	On 17th inst. at Daylight.
MOI, KOBÉ & YOKOHAMA	SILESIA	Aus. str.	—	K. Hasegawa	MITSUBI BUSSAN KAISHA	On 21st inst. at Daylight.
SHANGHAI	HIROSHIMA MARU	Jap. str.	—	Outerbridge	BUTTERFIELD & SWIRE	To-day, at Noon.
SHANGHAI & JAPAN	LYEEMOON	Ger. str.	—	K. Suzuki	MITSUBI BUSSAN KAISHA	On 24th inst.
SHANGHAI	CANTON	Brit. str.	—	Wegall	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
SHANGHAI, NAGASAKI, HIROGÓ & YOKOHAMA	COBOMANDEL	Ger. str.	—	Geo. J. Blackland	SHEWAN, TOMES & CO.	On 17th inst. at 5 P.M.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.	—	Moore	BUTTERFIELD & SWIRE	On 18th inst. at 4 P.M.
SWATOW, AMOY & TAMSUI	TAMSHI MARU	Jap. str.	—	Moore	BUTTERFIELD & SWIRE	On 23rd Nov., at Noon.
AMOY	AKASHI MARU	Jap. str.	—	Tadil	JARDINE, MATHESON & CO.	To-morrow, at Noon.
POOCHOW VIA SWATOW & AMOY	LOONGSANG	Brit. str.	—	Quail	BUTTERFIELD & SWIRE	On 23rd inst.
MANILA	EMERALDA	Brit. str.	—			
MANILA VIA AMOY	SUNGKANG	Brit. str.	—			
AMOY & MANILA	CHANGSHA	Brit. str.	—			
MANILA	SUISANG	Brit. str.	—			
SINGAPORE, PENANG & CALCUTTA	SHANTUNG	Brit. str.	—			
SAMARANG & SOERABAYA						

SHIPPING.

ARRIVALS.
Oct. 13, AMOY, German steamer, 603, Walle, Karatua 7th Oct., Coal—Olden.
Oct. 13, QUANTA, German steamer, 1146, H. Johansson, Sourabaya and Sumatra 3rd Oct., Sugar, SANGER, WIELER & CO.
Oct. 13, DALHOUSIE, British transport, 1,524, O. J. C. Kendall, Taku and Shanghai 10th Oct.
Oct. 13, TAMBANG, British str., 1,544, S. White, Shanghai 10th Oct. and Swatow 12th, General.—JARDINE, MATHESON & CO.
Oct. 13, ANPING MARU, Japanese str., 1,058, Atsumi, Amoy, 9th Oct., Amoy 11th and Swatow 12th, General.—MITSUBI BUSSAN KAISHA.
Oct. 13, ELM BRANCH, British str., 2,065, P. S. Hill, Kutchinotau 8th Oct., Coal—MITSUBI BUSSAN KAISHA.
Oct. 13, FUSHUN, British steamer, 1,500, Lunt, Canton 14th Oct., General.—CHINESE.
Oct. 14, WOSANG, British str., 1,783, Johns, Canton 13th Oct., General.—JARDINE, MATHESON & CO.
Oct. 14, TIGER, German gunboat, from Canton.
Oct. 14, ELEKTRA, Austrian transport, 1,692, Peter Ivelich, Odessa 4th Sept., General.—SANDER, WIELER & CO.
Oct. 14, LOONOK, German str., 1,020, Jackson, Hongkong 5th Oct., Rice and Timber—BUTTERFIELD & SWIRE.
Oct. 14, MARQUIS BACQUEHEM, Austrian str., 2,744, A. Bilfinger, Kobo 7th Oct., General.—SANDER, WIELER & CO.
Oct. 14, PATROCLOS, British str., 3,548, E. G. Dickens, Shanghai 11th Oct., General.—BUTTERFIELD & SWIRE.
Oct. 14, DUNDRE, British str., 1,998, Hemming, New York 24th June, Kerosene.—STANDARD OIL CO.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
15th OCTOBER
Maidara Maru, Jap. str., for Swatow.
Phay Naga, British str., for Swatow.
Deimos, German str., for Swatow.
Hohao, French str., for Hainan.
Tantalus, British str., for Shanghai.
Independent, German str., for Saigon.
Amoy, German str., for Manila.
Haitan, British str., for Swatow.

DEPARTURES.

Oct. 13, BENGA, British str., for Europe.
Oct. 13, CRICKA, American str., for S. Francisco.
Oct. 13, S. RICHMOND, British str., for Swatow.
Oct. 13, AGAMEMNON, British str., for Shanghai.
Oct. 13, BENGALUTIA, British str., for Amoy.
Oct. 13, ADATO, British str., for Lubeck.
Oct. 13, HAILONG, British str., for Haiphong.
Oct. 13, SINGAR, British str., for Canton.
Oct. 13, ALBOIN, British str., for Bangkok.
Oct. 13, EREBIA, British str., for Shanghai.
Oct. 13, OSAWA, British str., for Singapore.
Oct. 13, PALUD, British str., for Amoy.
Oct. 13, CHUBAN, British str., for Shanghai.
Oct. 13, CARAKORA, British str., for Taku.
Oct. 13, DALHOUSIE, British str., for Swatow.
Oct. 13, PATROCLOS, British str., for Bangkok.
Oct. 13, DUNDRE, German str., for Swatow.
Oct. 13, HAILONG, French str., for Hainan.
Oct. 13, TANTALUS, British str., for Shanghai.
Oct. 13, INDEPENDENT, German str., for Saigon.
Oct. 13, AMOY, German str., for Manila.
Oct. 13, HAITAN, British str., for Swatow.

SHIPPING REPORTS.

The British steamer Patroclos, from Shanghai 11th inst., will leave for Swatow on 15th inst. The British steamer Elm Branch, from Canton 14th inst., will leave for Swatow on 15th inst. The British steamer Phay Naga, from Swatow 14th inst., will leave for Swatow on 15th inst. The British steamer Deimos, from Swatow 14th inst., will leave for Swatow on 15th inst. The British steamer Hohao, from Hainan 14th inst., will leave for Hainan on 15th inst. The British steamer Tantalus, from Shanghai 14th inst., will leave for Shanghai on 15th inst. The British steamer Independent, from Saigon 14th inst., will leave for Saigon on 15th inst. The British steamer Amoy, from Manila 14th inst., will leave for Manila on 15th inst. The British steamer Haitan, from Swatow 14th inst., will leave for Swatow on 15th inst.

VESSELS ON THE BEATH

CHINA NAVIGATION COMPANY, LIMITED.

FOR AMOY.
THE Company's Steamship

"KWEIYANG,"
Captain Outerbridge, will be despatched as above TO-DAY, the 15th inst., at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th October, 1900. [2634]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"LOONGSANG,"
Captain Weigall, will be despatched as above TO-DAY, the 15th inst., at 4 P.M.

This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 10th October, 1900. [2620]

FOR YOKOHAMA, KOBÉ AND TSINGTAU.

THE H.A.L. Steamship

"ATHESIA,"
Captain Brunst, will be despatched for the above ports TO-DAY, the 15th inst., at 4 P.M.

This steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 12th October, 1900. [2644]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"
Captain Tadd, will be despatched as above TO-MORROW, the 16th inst., at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 10th October, 1900. [2621]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"PATROCLOS,"
Captain Dickens, will be despatched as above TO-MORROW, the 16th October.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 7th September, 1900. [2574]

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

(HAMBURG-AMERIKA LINIE HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.
THE full-powered Steamship

"ASTORIA,"
Capt. Hildebrandt, will be despatched for the above port on or about 18th October.

For Freight, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 31st August, 1900. [2317]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"PATROCLOS,"
Capt. Dickens, will be despatched as above TO-MORROW, the 16th October.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 7th September, 1900. [2574]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL-STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).
"EMPEROR OF CHINA," Comdr. R. Archibald, R.N.R., WEDNESDAY, 24th Oct., 1900.
"EMPEROR OF JAPAN," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 21st Nov., 1900.
"EMPEROR OF INDIA," Comdr. H. Pybus, R.N.R., WEDNESDAY, 19th Dec., 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Peltier Street.

Hongkong, 29th September, 1900. [9]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
MARSEILLES AND LONDON	CANDIA { A. W. Symes, R.N.R. }	About 18th Oct.	Freight only.
SHANGHAI	COBOMANDEL { F. W. Vibert, R.N.R. }	About 26th Oct.	Freight or Passage.
SHANGHAI and JAPAN	CANTON { C. F. Lockstone, R.N.R. }	About 26th Oct.	Freight or Passage.
MARSEILLES and LONDON DIRECT	LAOS { F. J. Cole }	Noon, 27th Oct.	Freight or Passage.
LONDON	BOMBAY { G. M. Montford, R.N.R. }	About 1st Nov.	Freight or Passage.

For Further Particulars, apply to

A. M. MARSHALL,
Acting Superintendent.

Hongkong, 3rd October, 1900. [1]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS.	SAILING DATES.
ASTORIA	NEW YORK VIA SUEZ CANAL	On 16th October.
HAMBURG	HAYRE & HAMBURG	On 20th October.
SARINIA	HAYRE & HAMBURG	About 2nd November.
SUEVIA	HAYRE & HAMBURG	About 18th November.
AMERICA	HAYRE & HAMBURG	About 2nd December.

This steamer has superior accommodation for Passengers and carries a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to
CARLOWITZ & CO.,
Agents.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 11th October, 1900. [13]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
* VICTORIA	3,502	J. Panten	October 16.
BRABMAR	3,601	W. Wale	November 10.
DURE OF FIFE	3,831	J. S. Cox	November 24.
OLYMPIA	2,837	J. Truebridge	November 30.

* Calling at Shanghai.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £32.

Excellent accommodation. First class Table. Doctor and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent: two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.

The best route to the KLONDIKE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DYRA and St. MICHAEL.

Rates of Passage to other Points on application.
A Special rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to

DODWELL & CO. LIMITED,

General Agents

Hongkong, 10th October, 1900. [10]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	WEDNESDAY	SAILING DATES.
SACHSEN	WEDNESDAY	17th October.
OLDENBURG	WEDNESDAY	31st October.
BAVERN	WEDNESDAY	14th November.
STUTTGART	WEDNESDAY	28th November.
KONIG ALBERT	WEDNESDAY	12th December.
PRINZ HEINRICH	WEDNESDAY	26th December.
PRINZESS IRENE	WEDNESDAY	9th January, 1901.
PREUSSEN	WEDNESDAY	23rd January, 1901.
HAMBURG (Hamburg-America Linie)	WEDNESDAY	6th February, 1901.
SACHSEN	WEDNESDAY	20th February, 1901.
KLAUSCHOU (Hamburg-America Linie)	WEDNESDAY	6th March, 1901.

ON WEDNESDAY, the 17th day of October, 1900, at Noon, the Steamship "SACHSEN" of the NORDDEUTSCHER LLOYD, Captain E. Oesselmann, with MAILES, PASSENGERS, SPECIE, and CARGO, will leave

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship
"ANPING MARU,"
Captain S. Atsuta, will be despatched for the above ports on WEDNESDAY, the 17th inst., at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 3rd October, 1900. [1443]

FOR SHANGHAI.

THE Steamship

"LYEEMOON,"
Captain G. Hester, will be despatched for the above port on WEDNESDAY, the 17th inst., at 4 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to
SIEMSEN & CO., Agents.

Hongkong, 12th October, 1900. [2638]

CHINA NAVIGATION COMPANY, LIMITED.

FOR AMOY AND MANILA.

THE Company's Steamship

"SUNGKIANG,"
Captain Moore, will be despatched as above on THURSDAY, the 18th inst., at 4 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th October, 1900. [2506]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, ROME AND TRIESTE.

(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, RED SEA, BLACK SEA, LEBANT, YEMEN AND ADEN (Europe).)

THE Company's Steamship
"MABOUSI BACQUEHEM,"
Captain A. Bluff, will be despatched as above on THURSDAY, the 18th inst., at noon, instead of as previously advertised.

For information as to Passage and Freight, apply to
SANDER, WIELER & CO., Agents.

Hongkong, 12th October, 1900. [2684]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"SILESIA,"
Captain P. Cragg, will leave for the above ports on FRIDAY, the 19th inst., at noon.

For Freight or Passage, apply to
SANDER, WIELER & CO., Agents.

Hongkong, 13th October, 1900. [6]

FOR PORTLAND, OREGON VIA JAPAN.

(Booking Cargo for SAN FRANCISCO AND OVERLAND PORTS).

THE A.I. Steamship
"MONMOUTHSHIRE,"
will be despatched on or about the 20th inst.

For Freight and Passage, apply to
T. M. STEVENS & CO., Agents.

Hongkong, 3rd October, 1900. [2570]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ANAPA,"
will be despatched for the above port on or about the 20th October, 1900.

For Freight, apply to
SHEWAN, TOMES & CO., Agents.

Hongkong, 25th September, 1900. [2407]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORNEAU, ALGER.

ON MONDAY, the 22nd October, 1900, at 1 P.M., the Company's Steamship "LAOS," Captain P. L. L. L., will leave for the above ports, and will call at SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

Cargo and Species will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Species and Parcels until 3 P.M. on the 21st October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.

Hongkong, 9th October, 1900. [2]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHANGSHA,"
Captain Moore, will be despatched as above on MONDAY, the 19th inst., at noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the vessel is fitted throughout with Electric Light. A daily qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

For Passage and Freight, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1900. [2632]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"
Captain Moore, will be despatched as above on MONDAY, the 19th inst., at noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the vessel is fitted throughout with Electric Light. A daily qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

For Passage and Freight, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1900. [2632]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"
Captain Moore, will be despatched as above on MONDAY, the 19th inst., at noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the vessel is fitted throughout with Electric Light. A daily qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

For Passage and Freight, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1900. [2632]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"
Captain Moore, will be despatched as above on MONDAY, the 19th inst., at noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the vessel is fitted throughout with Electric Light. A daily qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

For Passage and Freight, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1900. [2632]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"
Captain Moore, will be despatched as above on MONDAY, the 19th inst., at noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the vessel is fitted throughout with Electric Light. A daily qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 23, at Noon.

Congee (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 17, at Noon.

Gaio (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 11, at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 23rd October, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 23rd September, 1900. [4]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship

"SHANTUNG,"
Captain Quill, will be despatched as above on TUESDAY, the 23rd inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th October, 1900. [2647]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"CHANGSHA,"
Captain Moore, will be despatched as above on TUESDAY, the 23rd inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th October, 1900. [2585]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"GUTHRIE,"
Captain McArthur, will be despatched for the above ports on FRIDAY, the 28th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions for the entire voyage.

The Steamer is fitted throughout with Electric Light. A daily qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

A fully qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

For Passage and Freight, apply to
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th October, 1900. [2593]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"
Captain Moore, will be despatched as above on MONDAY, the 19th inst., at noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the vessel is fitted throughout with Electric Light. A daily qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

For Passage and Freight, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1900. [2632]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"
Captain Moore, will be despatched as above on MONDAY, the 19th inst., at noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the vessel is fitted throughout with Electric Light. A daily qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

For Passage and Freight, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1900. [2632]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"
Captain Moore, will be despatched as above on MONDAY, the 19th inst., at noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the vessel is fitted throughout with Electric Light. A daily qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

For Passage and Freight, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1900. [2632]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"
Captain Moore, will be despatched as above on MONDAY, the 19th inst., at noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the vessel is fitted throughout with Electric Light. A daily qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

For Passage and Freight, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1900. [2632]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"
Captain Moore, will be despatched as above on MONDAY, the 19th inst., at noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the vessel is fitted throughout with Electric Light. A daily qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

For Passage and Freight, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1900. [2632]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"
Captain Moore, will be despatched as above on MONDAY, the 19th inst., at noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the vessel is fitted throughout with Electric Light. A daily qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

For Passage and Freight, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1900. [2632]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"
Captain Moore, will be despatched as above on MONDAY, the 19th inst., at noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the vessel is fitted throughout with Electric Light. A daily qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

For Passage and Freight, apply to
BUTTERFIELD & SWIRE, Agents.

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU,"
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 24th inst.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 11th October, 1900. [2524]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 30, 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 24, 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 18, 1900, at Noon.

THE Twin-Screw Steamship
"NIPPON MARU,"
will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 30th October, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th October, 1900. [15]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA AND SANTA FE RAILROAD CO.

Proposed Sailings from HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLEISLE CITY" On 20th Nov. 3,002 Tons.

